Safety Recall: Ignition Switch Key Interlock

(Supersedes 03-088, dated January 8, 2004)

BACKGROUND

Limited batches of an ignition switch component do not have sufficient surface hardness. An ignition switch with this defective component may wear excessively, making it possible to remove the key when the shift lever is not in Park. If the driver does not set the parking brake when parking, the vehicle could roll, and a crash could occur.

VEHICLES AFFECTED

1998 Accord 2-Door with A/T: ALL

1998 Accord 4-Door with A/T:
Ohio built only (VIN begins with 1HG) – ALL

1999 Accord 2-Door with A/T:
From VIN 1HGCG3...XA000001 thru 1HGCG3...XA012424
From VIN 1HGCG2...XA000001 thru 1HGCG2...XA015094

1999 Accord 4-Door with A/T:
From VIN 1HGCF8...XA001568 thru 1HGCF8...XA090253
From VIN 1HGCG5...XA000001 thru 1HGCG5...XA089953
From VIN 1HGCG6...XA000001 thru 1HGCG6...XA090193
From VIN 1HGCG1...XA000001 thru 1HGCG1...XA023143

1999 Odyssey:
From VIN 2HKRL1...XH500001 thru 2HKRL1...XH518725

Not all vehicles within the VIN ranges are affected by this campaign. Before beginning work on a vehicle, verify its eligibility by checking at least one of these items:

- The customer has a notification letter.
- The vehicle is shown on your campaign responsibility report.
- The vehicle is shown as eligible on an iN VIN status inquiry.

In addition to the bulleted verification items, check for a punch mark above the 13th character of the engine compartment VIN. A punch mark in that location means the key interlock has already been repaired.

Some vehicles affected by this campaign may be in your used car inventory. **According to federal law, these vehicles cannot be sold or leased until they are repaired.** To see if a vehicle is affected by this campaign, do a VIN status inquiry before selling it.

Some of the vehicles involved in this campaign are affected by other campaigns and may not have been repaired. **As a convenience to your customer, do a VIN status inquiry, and complete all outstanding campaigns on the same visit.**

CUSTOMER NOTIFICATION

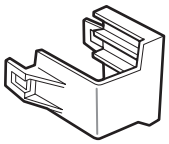
All owners of affected vehicles will be sent a notification of this campaign. An example of the customer notification is at the end of this service bulletin.

CORRECTIVE ACTION

Inspect the interlock function of the ignition switch, and depending on whether or not the key can be removed, install Key Interlock Repair Kit A or Key Interlock Repair Kit B.

PARTS INFORMATION

Key Interlock Repair Kit A:
P/N 06351-S84-000, H/C 7647829



SOLENOID COVER

INTERLOCK LEVER SPRING

INTERLOCK LEVER

INTERLOCK SOLENOID SCREW

INTERLOCK LEVER PIN

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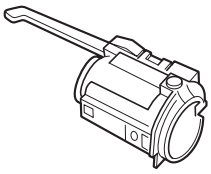
Skill Level D DIAGNOSIS

CUSTOMER INFORMATION: The information in this bulletin is intended for use only by skilled technicians who have the proper tools, equipment, and training to correctly and safely maintain your vehicle. These procedures should not be attempted by "do-it-yourselfers," and you should not assume this bulletin applies to your vehicle, or that your vehicle has the condition described. To determine whether this information applies, contact an authorized Honda automobile dealer.

Key Interlock Repair Kit B:
P/N 06352-S84-000, H/C 7647837


LOCK CYLINDER BODY

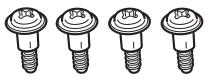
COLLAR

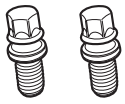
INTERLOCK SWITCH PIN

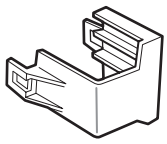
LOCK CYLINDER ROLL PINS
(ONE LONG, ONE SHORT)

ELECTRICAL
SWITCH SCREWS

INTERLOCK
SOLENOID SCREW


IMMOBILIZER RECEIVER UNIT
AND ILLUMINATION RING SCREWS


STEERING COLUMN SHEAR BOLTS


SOLENOID
COVER

INTERLOCK
LEVER SPRING

INTERLOCK
LEVER

INTERLOCK
LEVER PIN

SLIDER KEY

STEERING
COLUMN
BRACKETS

REQUIRED SPECIAL TOOLS

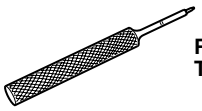
Interlock Tool Kit: T/N 07AAC-S84A130
(Includes slide hammer, gauge block, two roll pin punches, and eight extractor wires)

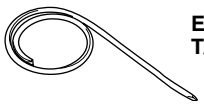
NOTE: Tools from the kit can also be ordered separately.

CLAMPING BOLT
T/N 07AAC-S84A400

SLIDE HAMMER
T/N 07AAC-S84A100

GAUGE BLOCK
T/N 07AAC-S84A500


ROLL PIN PUNCH
T/N 07AAC-S84A200


EXTRACTOR WIRE
T/N 07AAC-S84A300

REQUIRED MATERIALS

Permalube Grease (3-ounce tube):
P/N 08734-0030, H/C 7649320

WARRANTY CLAIM INFORMATION

OP#	Description	FRT	Template ID
725502	Inspect ignition switch key interlock, and install Key Interlock Repair Kit A	0.5	03-088A
725503	Inspect ignition switch key interlock, and install Key Interlock Repair Kit B	0.9	03-088B

Failed Part: P/N 35100-S84-A31
H/C 5435425

Defect Code: 5EA

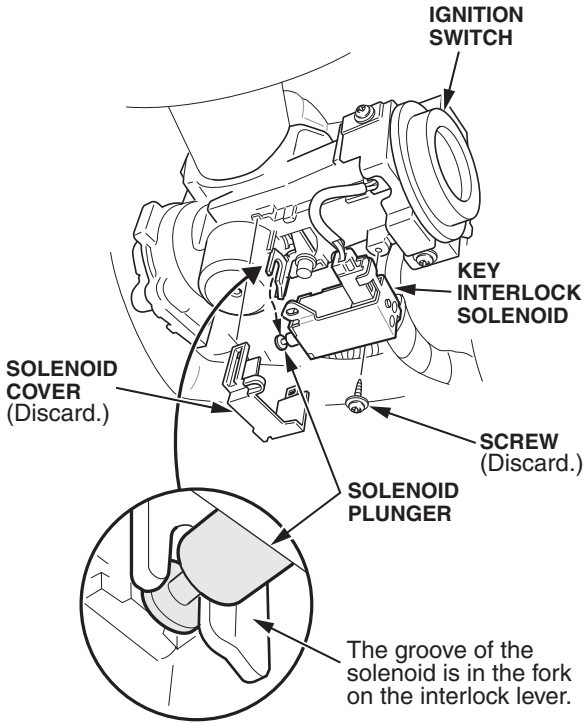
Symptom Code: P15

Skill Level: Diagnostic Technician

INSPECTION PROCEDURE

NOTE: Before attempting any repairs, you must thoroughly understand this service bulletin. To do this, **CLICK HERE** for an animated view of the inspection and repair procedures.

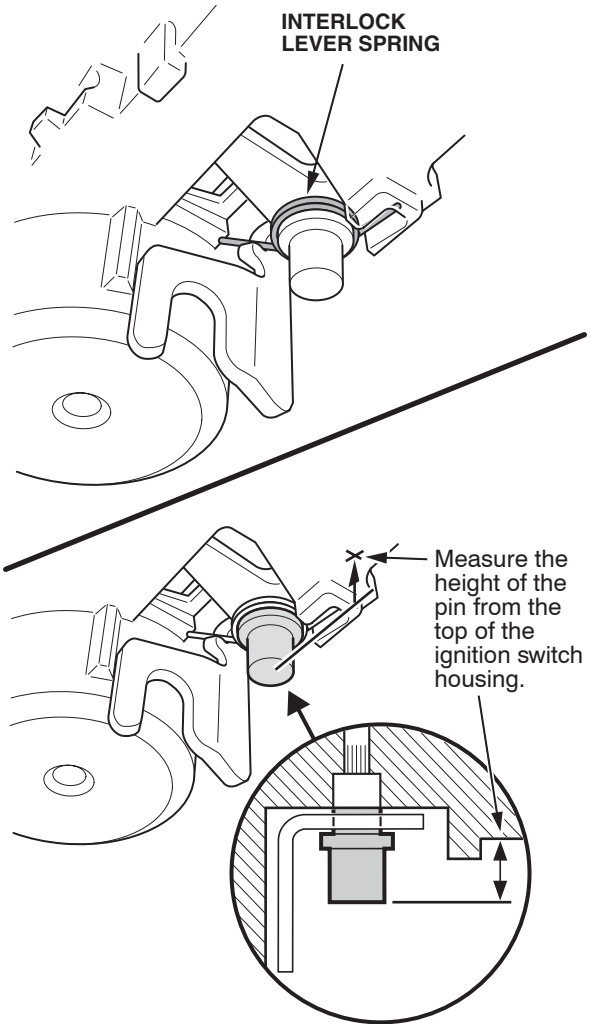
1. Remove the steering column covers. Refer to section 17 of the appropriate service manual.
2. Remove and discard the plastic solenoid cover from the ignition switch key interlock solenoid.


IGNITION SWITCH
KEY INTERLOCK SOLENOID
SOLENOID COVER (Discard.)
SCREW (Discard.)
SOLENOID PLUNGER
The groove of the solenoid is in the fork on the interlock lever.

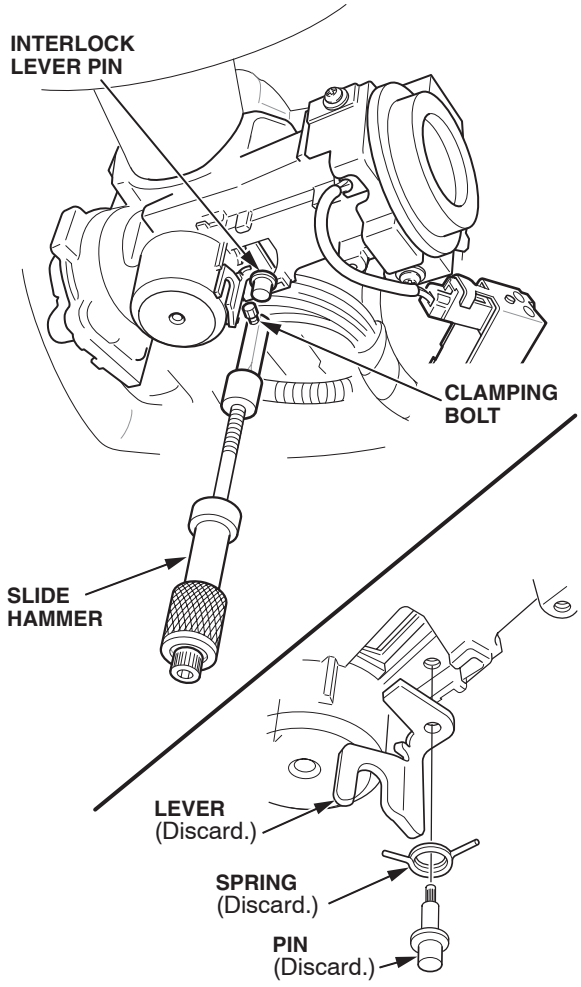
3. Note the position of the interlock solenoid plunger; you'll need to reinstall it the same way.
4. Remove and discard the screw from the interlock solenoid. Keep the solenoid attached to its electrical connector.

   NOTE:
   - Be careful not to lose the solenoid plunger; it slides out easily.
   - Keep the plunger free of dirt or grease while it's removed from the solenoid.

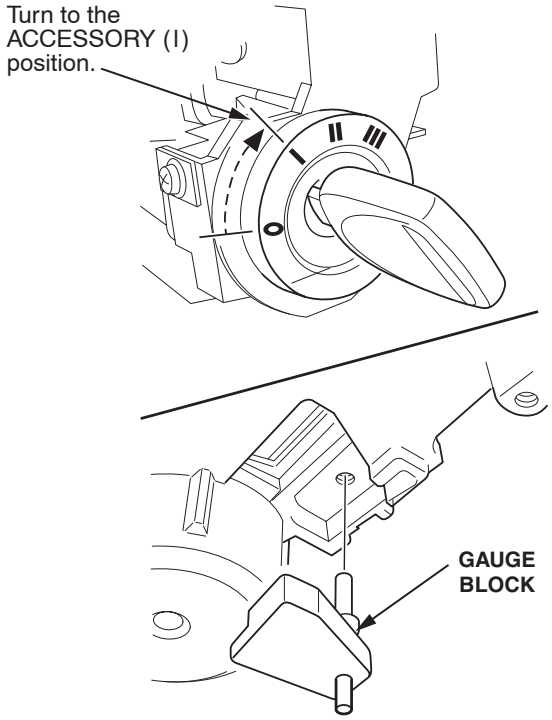
5. Note the position of the interlock lever spring; you'll need to install the new spring the same way. Also, measure the installed height of the interlock lever pin with vernier calipers. This measurement will be used in both repair procedures.



6. Attach the slide hammer to the interlock lever pin, and use it to remove the pin. Discard the pin, the lever, and the spring.



7. Insert the key into the ignition switch, turn the switch to the ACCESSORY (I) position, and install the gauge block.

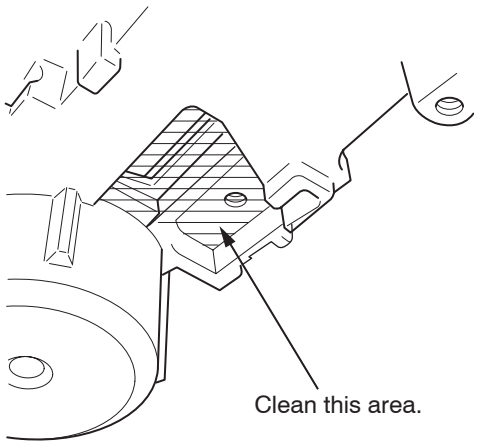


8. With the gauge block fully seated, try to turn the ignition switch to the LOCK (0) position.
   - If you *cannot* turn the switch to the LOCK (0) position, install Key Interlock Repair Kit A (see **REPAIR PROCEDURE A**).
   - If you *can* turn the switch to the LOCK (0) position, install Key Interlock Repair Kit B (see **REPAIR PROCEDURE B**).

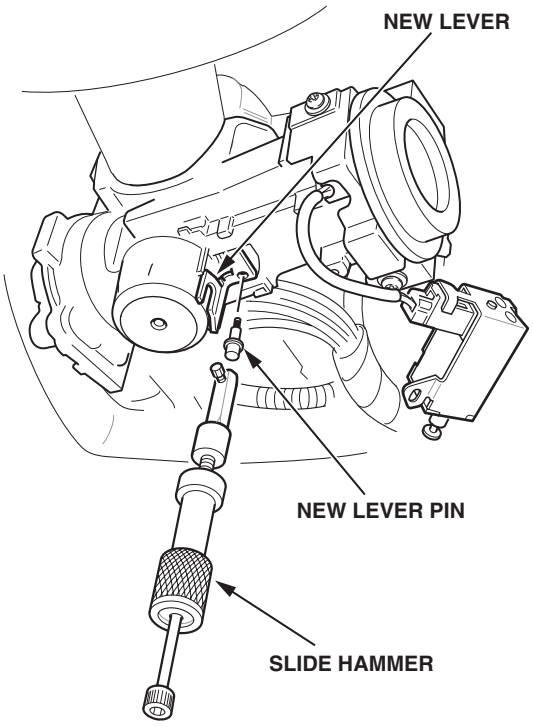
REPAIR PROCEDURE A

1. Remove the gauge block, then wipe off any debris from the lever's sliding surface on the ignition switch with a clean cloth or a cotton swab.

   NOTE: To keep debris out of the ignition switch, do not clean it with compressed air.

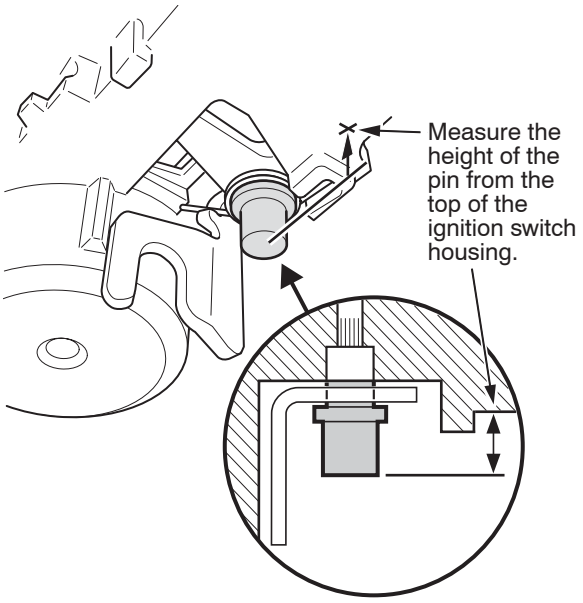


2. Attach the slide hammer to the new lever pin, insert the lever into the ignition switch, and seat the pin with the slide hammer.

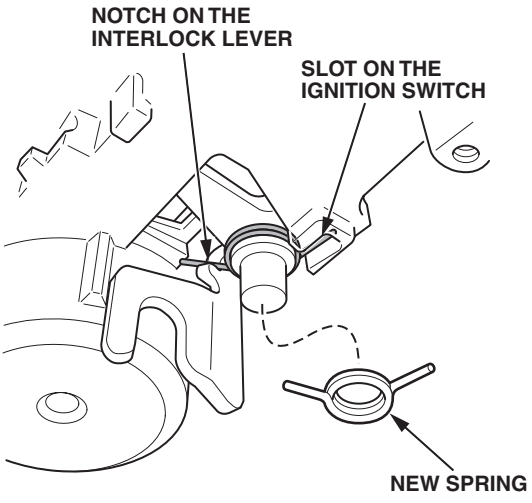


3. Use vernier calipers to measure the installed height of the lever pin. The height should be close to the measurement you made in step 5 of the inspection procedure. If the height is more than 5.3 mm, the pin is not seated. If needed, reattach the slide hammer, then seat the pin.

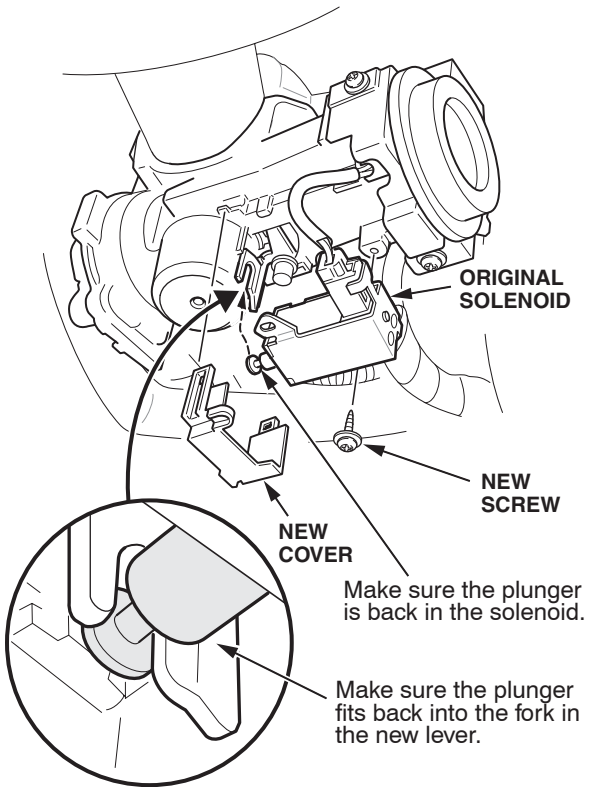
   NOTE: It's normal for the interlock lever to be loose, even when the pin is fully seated.



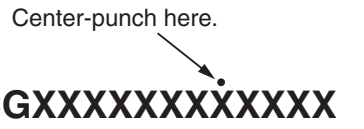
4. Install the new spring on the lever. Make sure you attach the ends of the spring correctly:
   - The right end goes into the slot on the ignition switch.
   - The left end goes behind the notch on the interlock lever.
   - Once the spring is correctly installed, make sure the lever moves freely and returns properly.



5. Insert the plunger into the interlock solenoid, then install the solenoid using a new screw. Make sure the groove of the solenoid plunger is in the fork on the lever.

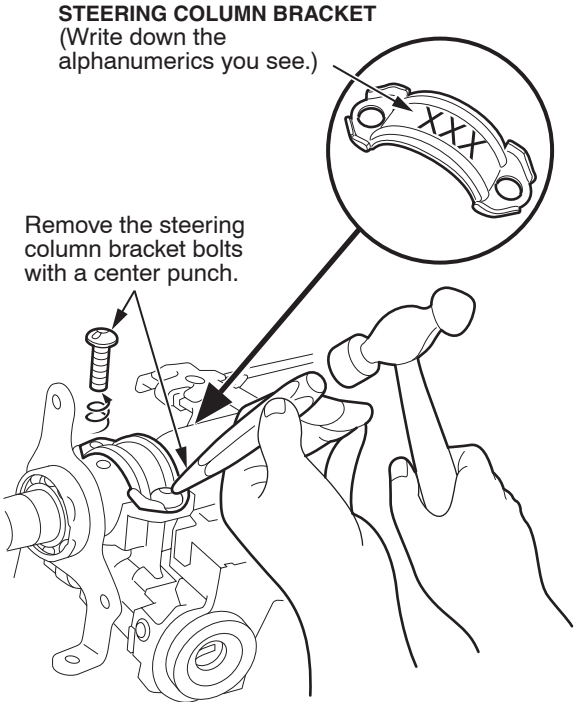

ORIGINAL SOLENOID
NEW SCREW
NEW COVER
Make sure the plunger is back in the solenoid.
Make sure the plunger fits back into the fork in the new lever.

6. Install the new plastic solenoid cover on the interlock solenoid.
7. Set the parking brake, then turn the ignition switch to the ON (II) position.
8. With the brake pedal pressed, shift the transmission to Neutral.
9. Try to turn the ignition switch from the ON (II) position to the LOCK (0) position **five** times.
   - If you *cannot* turn the ignition switch to the LOCK (0) position, your repair was successful; go to step 12.
   - If you *can* turn the ignition switch to the LOCK (0) position, go to step 10.
10. Remove the solenoid cover, and make sure the groove of the solenoid plunger is installed in the fork on the lever.
    - If needed, correct the position of the solenoid plunger, then go to step 11.
    - If the solenoid plunger is correctly installed, there is an electrical problem with the interlock system; refer to the Automatic Transmission section of the appropriate service manual for troubleshooting information. Once the interlock is working normally, go to step 11.
11. Install the solenoid cover.
12. Install the steering column covers.
13. Center-punch a completion mark above the 13th character of the engine compartment VIN.

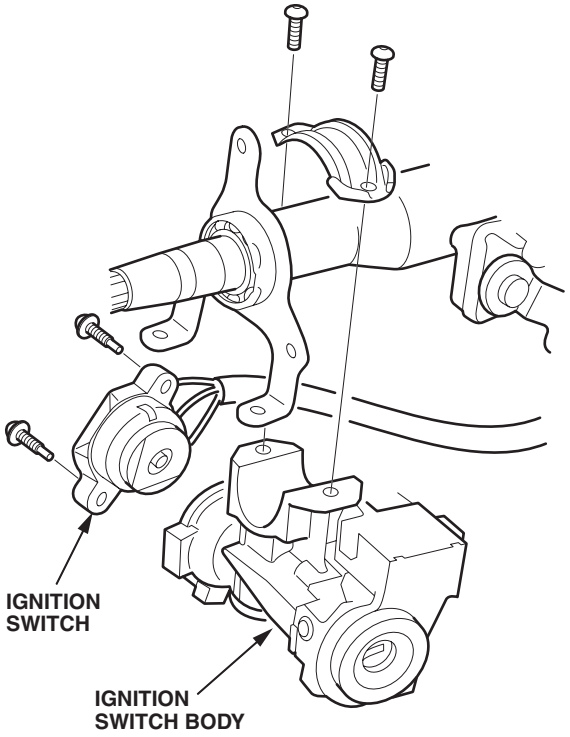


REPAIR PROCEDURE B

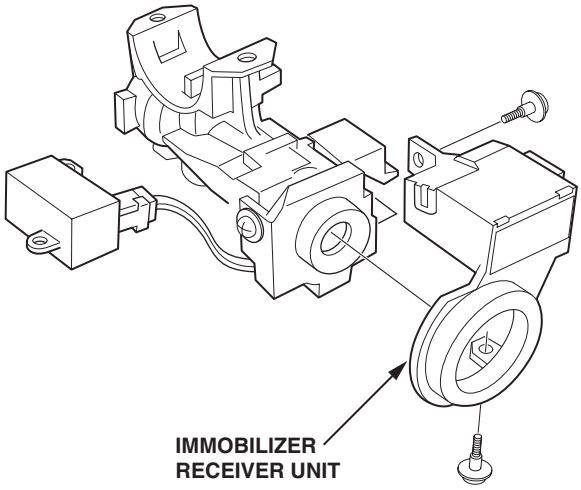
1. Remove the gauge block.
2. Make sure you have the anti-theft code for the radio, then write down the radio station presets, and remove the key from the ignition switch.
3. Disconnect the negative cable from the battery.
4. Using a center-punch and a hammer, carefully "walk out" the two bolts from the steering column bracket. Discard the bolts. Before you discard the bracket, write down the alphanumerics stamped on the center of it. You'll need them for step 29.


STEERING COLUMN BRACKET
(Write down the alphanumerics you see.)
XXX
Remove the steering column bracket bolts with a center punch.

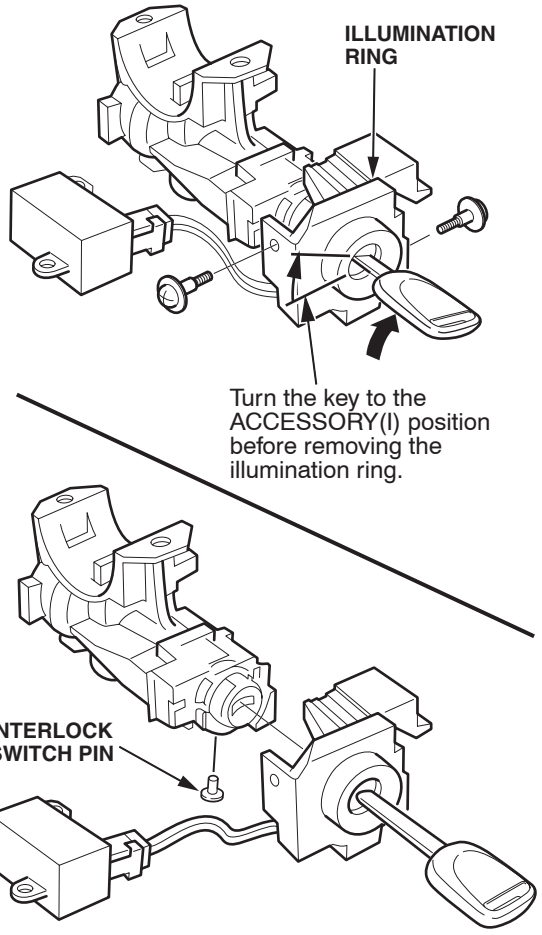
5. Remove the ignition switch body from the ignition switch, and discard the screws. Leave the electrical portion of the ignition switch in the vehicle.



6. Remove the immobilizer receiver unit from the ignition switch body, and disconnect the receiver unit connector. Discard the two screws.



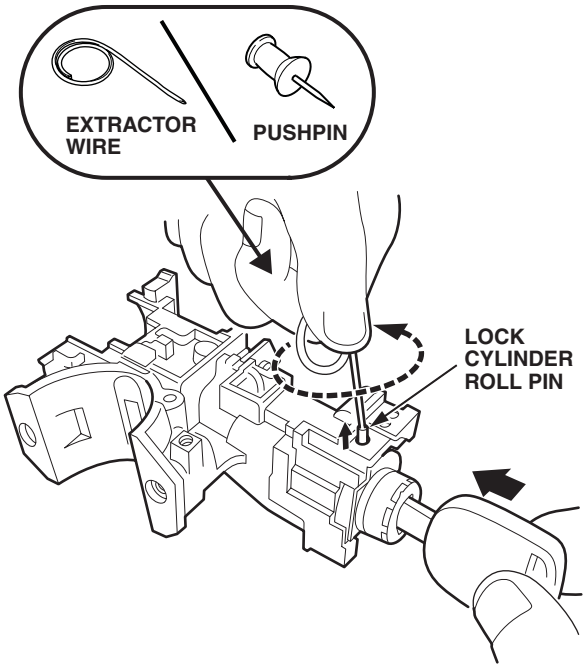
7. Remove the illumination ring from the ignition switch body, and disconnect the illumination ring connector:
   - Insert the key, and turn the ignition switch to the ACCESSORY (I) position.
   - Remove and discard the two screws from the illumination ring.
   - Pull the illumination ring partially away from the ignition switch body to clear its microswitch from the interlock switch pin.
   - Remove the key, the illumination ring, and the interlock switch pin. Discard the interlock switch pin.


ILLUMINATION RING
Turn the key to the ACCESSORY(I) position before removing the illumination ring.
INTERLOCK SWITCH PIN

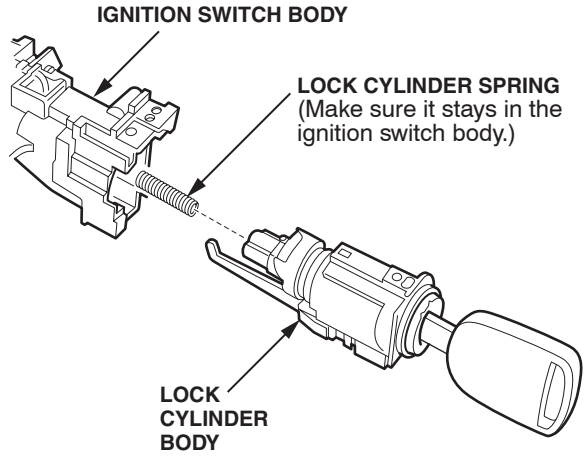
8. Insert the key, and keep the ignition switch in the LOCK (0) position.

9. Insert an extractor wire into the lock cylinder roll pin hole. While pushing the key into the ignition switch, tilt and rotate the extractor wire to “walk” the roll pin out of its hole. Discard the roll pin.

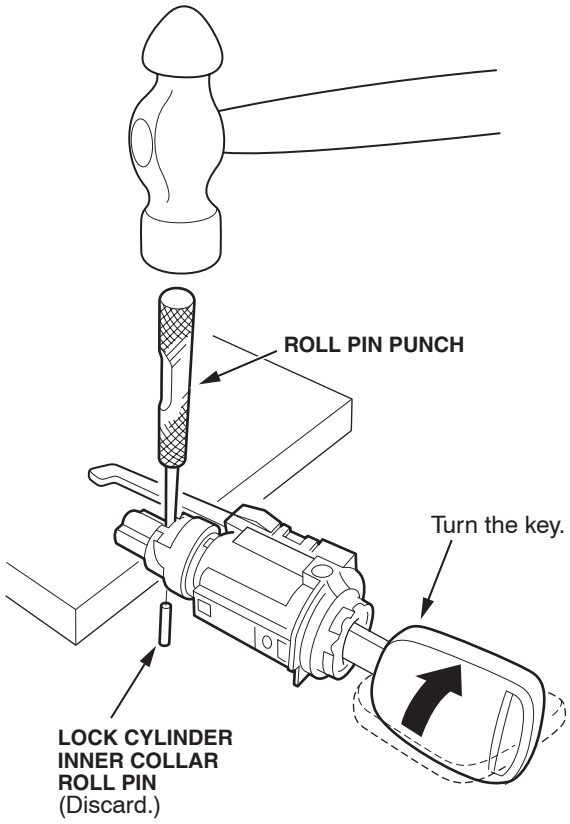
   NOTE: If you don’t have an extractor wire, use a pushpin.



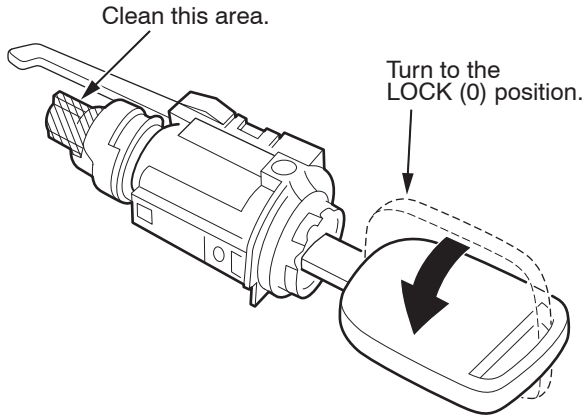
10. Pull the lock cylinder body out of the ignition switch body. If the lock cylinder spring also comes out, put it back into the ignition switch body.



11. Turn the key 90 degrees clockwise to expose the lock cylinder inner collar roll pin. While supporting the lock cylinder shaft on a flat surface, carefully remove the inner collar roll pin with the roll pin punch and a small hammer. Discard the roll pin.

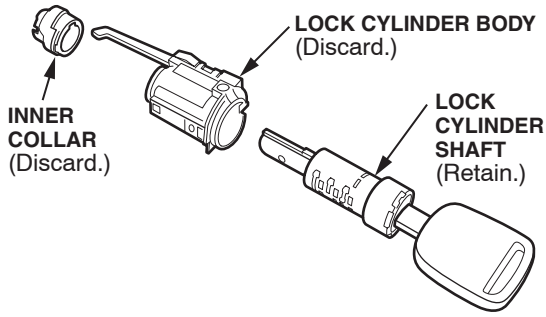


12. Wipe off the end of the lock cylinder shaft with a clean cloth, then turn the key to the LOCK (0) position.

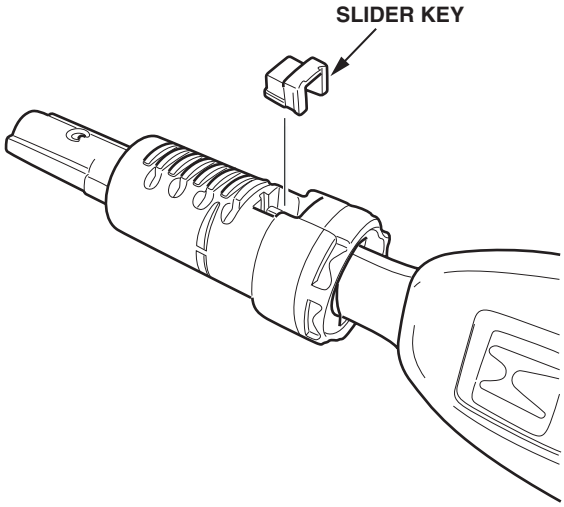


13. Slide the inner collar off the lock cylinder shaft, and remove the shaft from the lock cylinder body. Retain the lock cylinder shaft. Discard the inner collar and the lock cylinder body.

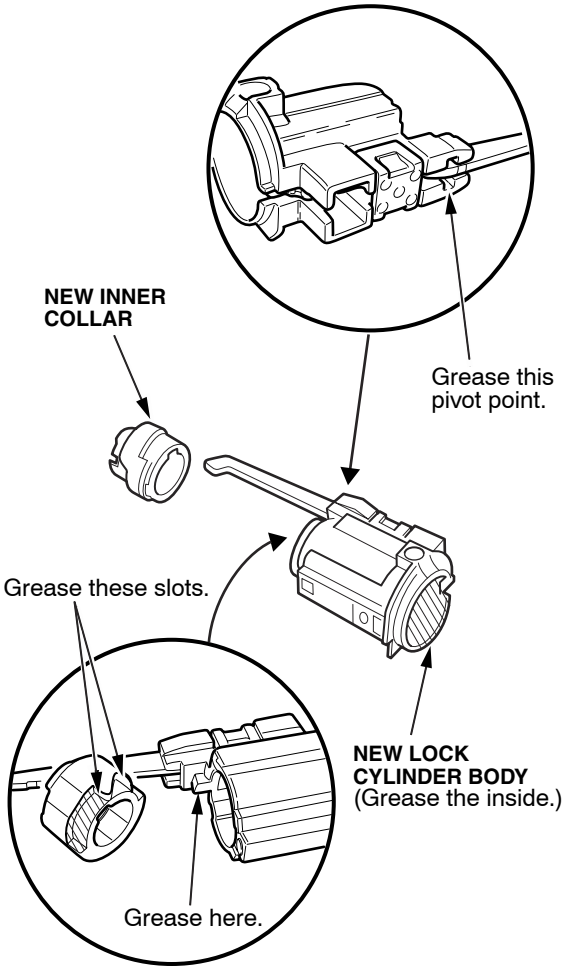
    NOTE: Do not remove the key from the lock cylinder shaft. If you do, the tumblers will fall out.



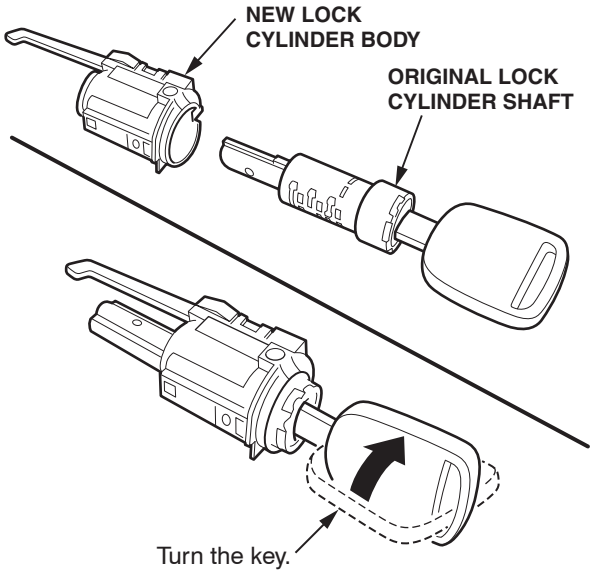
14. Remove the slider key from the lock cylinder shaft, and install the new slider key.



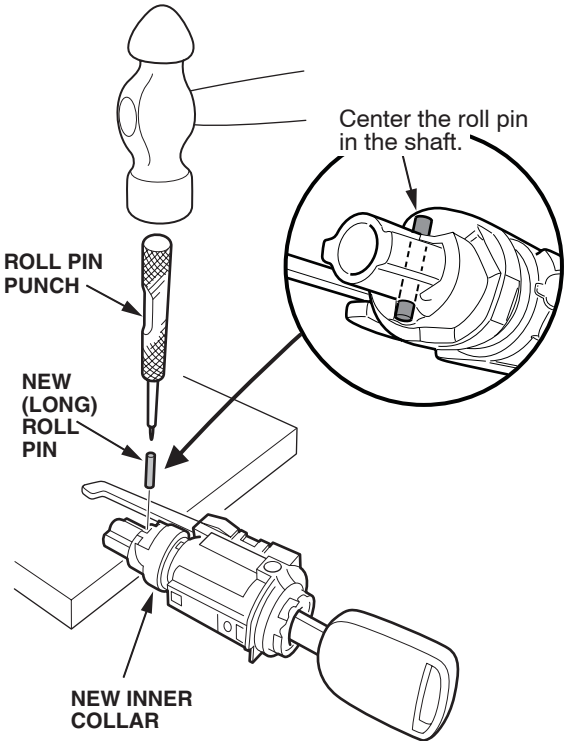
15. Apply Permalube grease to the new lock cylinder body and the new inner collar in the areas shown below.



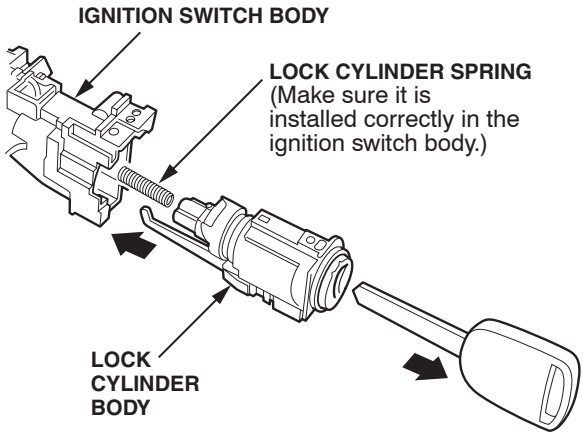
16. Insert the original lock cylinder shaft into the new lock cylinder body, then turn the key 90 degrees clockwise.



17. With the roll pin notch on the inner collar facing up, slide the inner collar onto the lock cylinder shaft. Carefully install the new (long) roll pin using the roll pin punch and a small hammer. Make sure the roll pin is centered.



18. Turn the key to the LOCK (0) position, then remove it. Slide the lock cylinder body into the ignition switch body.

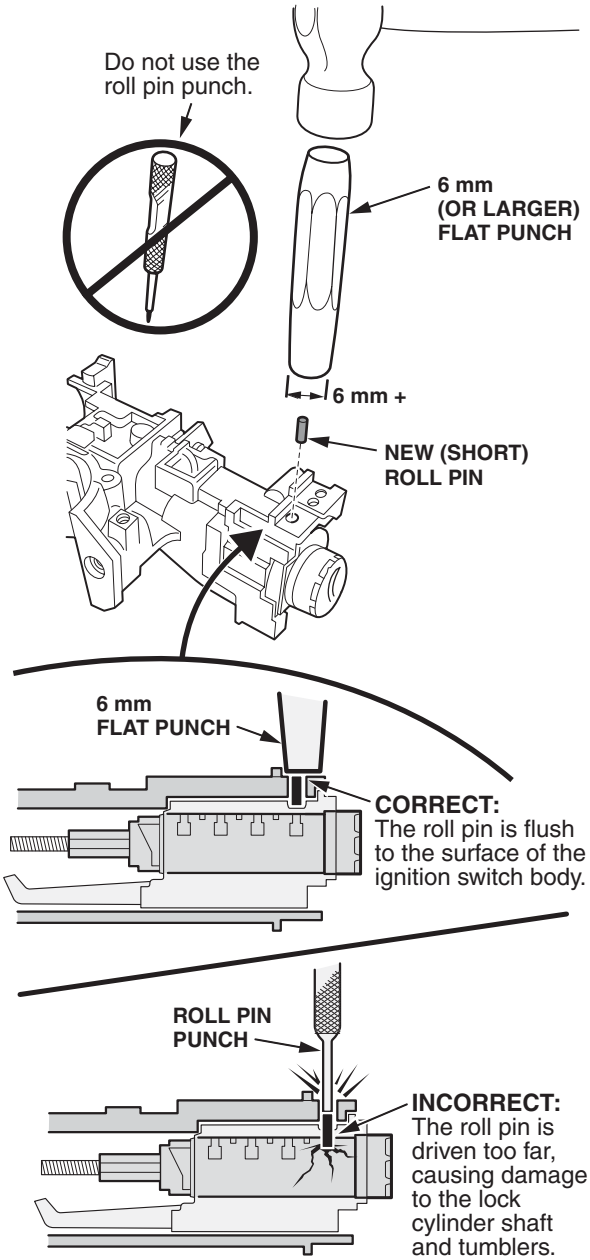

IGNITION SWITCH BODY
LOCK CYLINDER SPRING
(Make sure it is installed correctly in the ignition switch body.)
LOCK CYLINDER BODY

19. Install the new (short) roll pin in the hole on the lock cylinder body with a 6 mm (or larger diameter) flat punch and a small hammer. ***Do not use the roll pin punch to drive the new roll pin.*** When correctly installed, the top of the roll pin is flush with the lock cylinder body.

NOTICE

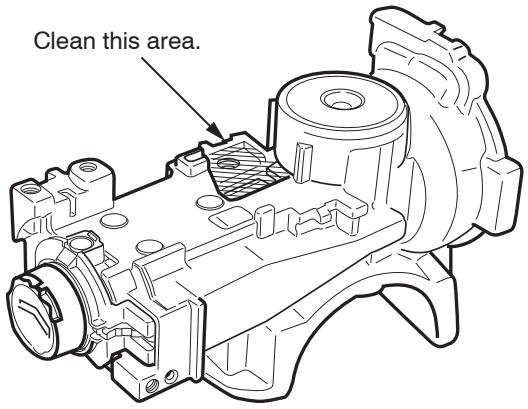
To avoid damaging the lock cylinder shaft and its tumblers, do not drive the roll pin past its flush position on the lock cylinder body.

NOTE: The new roll pin is about 1/2 mm longer than the original one. Do not install the original roll pin; it cannot be fully seated in the new lock cylinder body.

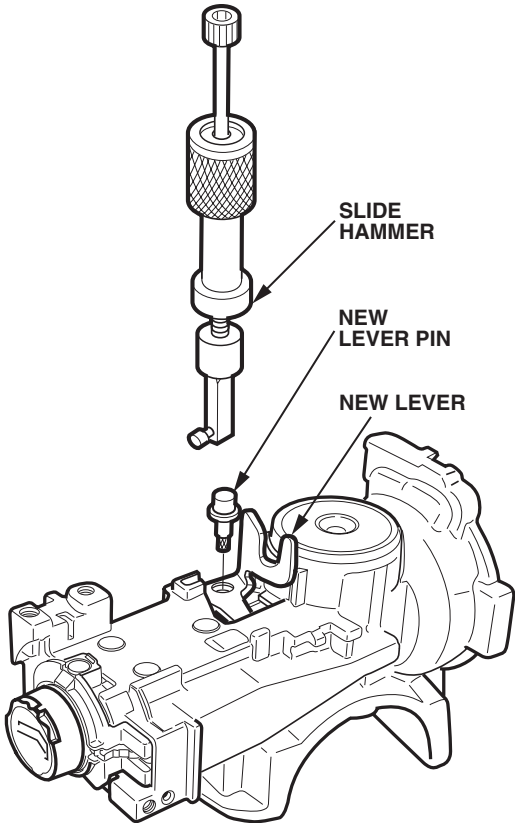

Do not use the roll pin punch.
6 mm (OR LARGER) FLAT PUNCH
6 mm +
NEW (SHORT) ROLL PIN
6 mm FLAT PUNCH
CORRECT:
The roll pin is flush to the surface of the ignition switch body.
ROLL PIN PUNCH
INCORRECT:
The roll pin is driven too far, causing damage to the lock cylinder shaft and tumblers.

20. Wipe off any debris from the interlock lever's sliding surface on the ignition switch with a clean cloth or a cotton swab.

    NOTE: To keep debris out of the ignition switch, do not clean it with compressed air.

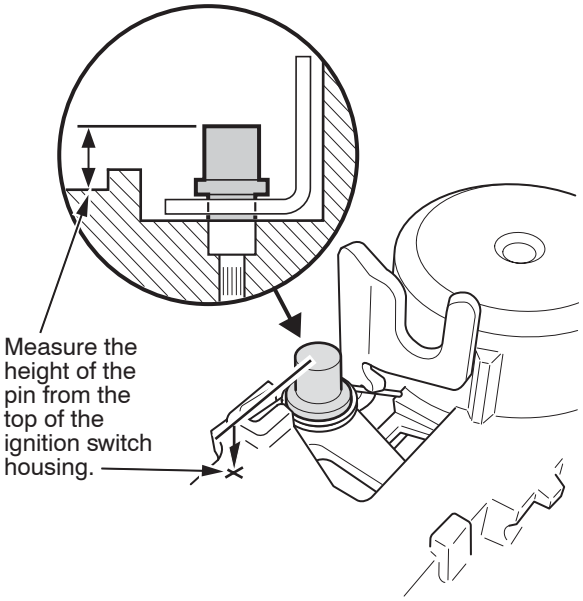


21. Attach the slide hammer to a new lever pin, then insert the lever into the ignition switch body, and seat the pin with the slide hammer.

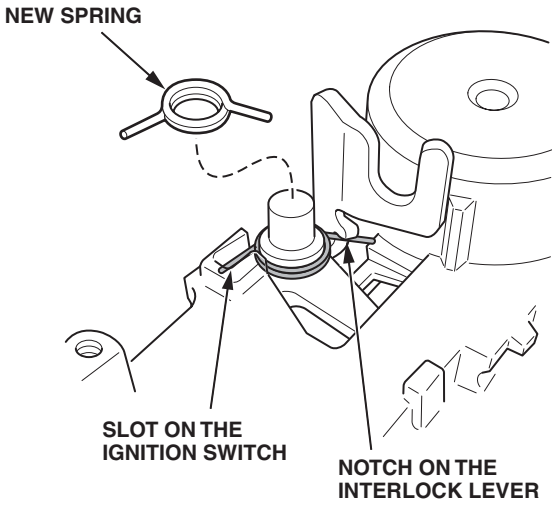


22. Use vernier calipers to measure the installed height of the lever pin. The height should be close to the measurement you made in step 5 of the inspection procedure. If the height is more than 5.3 mm, the pin is not seated. If needed, reattach the slide hammer, then seat the pin.

    NOTE: It's normal for the interlock lever to be loose, even when the pin is fully seated.

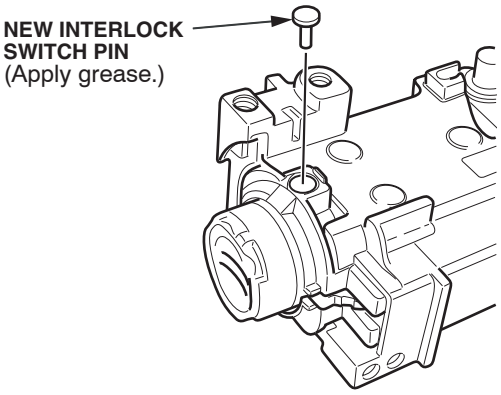


23. Install the new lever spring on the lever. Make sure you attach the ends of the spring correctly:
    - The left end goes into the slot on the ignition switch.
    - The right end goes behind the notch on the interlock lever.
    - Once the spring is correctly installed, make sure the lever moves freely and returns properly.



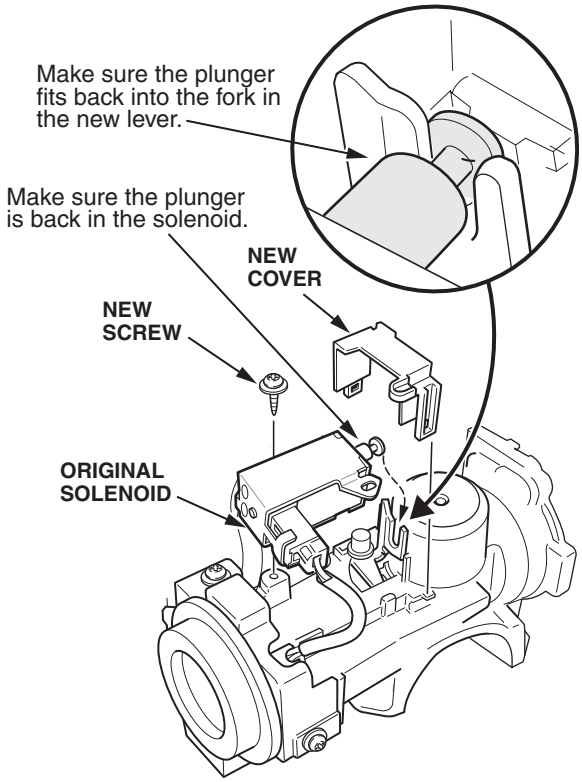
24. Apply a small amount of Permalube grease to the new interlock switch pin, then carefully install the pin on the lock cylinder body.

    NOTE: Make sure the pin is installed, or the interlock function will not work.



25. Install the illumination ring and the immobilizer receiver unit on the ignition switch body with four new screws.

26. Install the interlock solenoid on the ignition switch body with the new screw. Make sure the groove of the solenoid plunger is in the fork on the interlock lever.


Make sure the plunger fits back into the fork in the new lever.
Make sure the plunger is back in the solenoid.
NEW COVER
NEW SCREW
ORIGINAL SOLENOID

27. Install the new plastic cover on the interlock solenoid.

28. Attach the ignition switch body to the electrical portion of the ignition switch with new screws.

29. Install the ignition switch on the steering column with two new shear bolts and a new steering column bracket. Tighten the bolts only finger-tight.

    NOTE: Make sure the alphanumerics stamped on the new bracket match those on the original bracket.

30. Reconnect the illumination ring and the immobilizer receiver unit connectors.

31. Reconnect the negative cable to the battery.

32. Set the parking brake, then turn the ignition switch to the ON (II) position.

33. With the brake pedal pressed, shift the transmission to Neutral.

34. Try to turn the ignition switch from the ON (II) position to the LOCK (0) position **five** times.
    - If you *cannot* turn the ignition switch to the LOCK (0) position, your repair was successful; go to step 36.
    - If you *can* turn the ignition switch to the LOCK (0) position, go to step 35.

35. Remove the solenoid cover. Make sure the groove of the solenoid plunger is installed in the fork on the interlock lever. Also make sure the interlock switch pin is installed on the ignition switch body (see step 24).
    - If needed, correct the position of the solenoid plunger and install the switch pin, then go to step 36.
    - If the solenoid plunger and the switch pin are correctly installed, there is an electrical problem with the interlock system; refer to the Automatic Transmission section of the appropriate service manual for troubleshooting information. Once the interlock is working normally, go to step 36.
    - Install the solenoid cover.

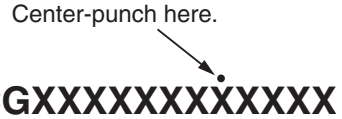
36. Make sure the ignition switch turns freely. Remove the key, and make sure the steering column lock works correctly. If needed, reposition the ignition switch to make the lock work.

37. Tighten the two steering column shear bolts until their heads twist off.

38. Install the steering column covers.

39. Enter the radio anti-theft code, then enter the radio station presets, and set the clock.

40. Center-punch a completion mark above the 13th character of the engine compartment VIN.



Example of Customer Letter

January 2004

Safety Recall: Ignition Switch Interlock

Dear Honda Owner:

This notice is sent to you in accordance with the requirements of the National Traffic and Motor Vehicle Safety Act.

What is the reason for this notice?

Honda Motor Co., Ltd., has determined that a defect relating to motor vehicle safety exists in certain 1998–99 Accords and 1999 Odysseys with automatic transmissions.

Limited batches of an ignition switch component do not have sufficient surface hardness. If the ignition switch in your vehicle contains this defective component, the switch may wear excessively and prevent proper interlock operation. The interlock ensures the transmission is in Park before the ignition key can be removed. Interlock failure may allow the ignition key to be removed when the gear selector lever is not in Park. If you do not set the parking brake when you park, the vehicle could roll and a crash could occur.

What should you do?

Call any authorized Honda dealer, and make an appointment to have your vehicle repaired. The dealer will inspect the ignition switch interlock and replace all needed parts. This work will be done *free of charge*. Please plan to leave your vehicle for half a day to allow the dealer flexibility in scheduling.

Until your vehicle is repaired, be sure to shift the transmission to Park and set the parking brake whenever you park.

Who to contact if you experience problems.

If you are not satisfied with the service you receive from your Honda dealer, you may write to:

American Honda Motor Co., Inc.
Honda Automobile Customer Service
Mail Stop 500-2N-7A
1919 Torrance Blvd.
Torrance, CA 90501-2746

If you believe that American Honda or the dealer has failed or is unable to remedy the defect in your vehicle, without charge, within a reasonable period of time (60 days from the date you first contact the dealer for a repair appointment), you may submit a complaint to:

Administrator
National Highway Traffic Safety Administration
400 Seventh Street, SW
Washington, DC 20590

Or call the toll-free Safety Hotline at (888) 327-4236.

What to do if you feel this notice is in error.

Our records show that you are the current owner or lessee of a 1998–99 Accord or 1999 Odyssey involved in this recall. If this is not the case, or the name/address information is not correct, please fill out and return the enclosed, postage-paid *Information Change Card*. We will then update our records.

Lessor Information.

Federal law requires that any vehicle lessor receiving this recall notice must forward a copy of this notice to the lessee within 10 days.

If you have questions.

If you have any questions about this notice, or need assistance with contacting a Honda dealer, please call Honda Automobile Customer Service at (800) 999-1009, and select menu option #2.

We apologize for any inconvenience this campaign may cause you.

Sincerely,

American Honda Motor Co., Inc.
Honda Automobile Division